

AUTOMOBILE IS NOW NECESSITY

Has Established Itself as Quick, Clean Method of Transportation Everywhere.

BENEFIT TO CIVILIZATION

To Treat Motor as a Plaything is Big Mistake—Is Important Factor in All Spheres of Life—Commands Respect.

The automobile, as a method of quick, clean transportation, has established itself the world over.

It is true it was not considered such in the early days when its mechanical dependability had not been proved. But when dependability came, its position was made secure. Today the motorcar is an important factor in all spheres of life. It is a utility, a vital one, and is so recognized by those who have been introduced to its use, and who appreciate, to the fullest extent, its manifold advantages, and how helpless they would be if it were necessary to do without this modern convenience.

To treat the modern automobile lightly, as a plaything, is a mistake. True, it is ready for recreative purposes, but that is simply one method for which it may be employed.

Those who know most about accomplishment of the motorcar and the great changes the use of the automobile has made in this country hold it in deepest admiration and respect.

Motor Has Influence.

We all seem to agree that transportation is close to civilization. To achieve one, you must have the other. They go hand in hand. And it is not too much to say that the advent of the motorcar and its use during the last 12 years, particularly, has had a marked influence on the people of this country.

The use of the automobile has broadened us. We are better able to appreciate the country. We have a better idea of our United States. Through this agency the East understands a little better the West, the South knows more about the North and vice versa. The automobile has actually brought our people closer together.

Take the matter of good roads: What single thing has been responsible for our activity in this direction? The automobile, of course. And we all know it. The country was woefully behind in the matter. But marvelous achievements have taken place. Thousands of miles of splendid, durable highways have been built; more are under construction, and it is only a question of time before we shall have a fine network of roads throughout the whole country.

Is the automobile a necessity? It is. It is proving itself so. It is owned by those who appreciate the motorcar as such. It is estimated that more than a third of the automobiles in use in this country are owned by farmers, or those who live in the country, and who find it necessary to make frequent trips to near-by communities to buy supplies or for other purposes.

It is true the man in the country was able to get along, in some way, before the automobile came, but it is likewise true that his progress and advancement is dated from the time he was able to use a motorcar. Farm life changed from that time.

Is Economic Factor.

Is the automobile an economic factor? It is. Its use in the business world has been recognized for some time and is a recognized factor in present-day activity. To the salesman, the business man, the merchant, the real estate man, to those who must be about, it has lengthened days. They are able to do more—to see more people and to cover more territory.

And the man with a car does not get tired as easily as he would other-

wise. He saves his energy for his work, rather than using it in getting to his destination.

Does the automobile save life? It does. The use of motorcars by nearly 100 per cent of the physicians in this country is ample proof of the esteem in which it is held by this profession.

In every walk of life, in every endeavor, in every instance where time is a consideration, where energy is desired, the automobile looms large as the vehicle to be used. Ask the automobile owner and see what he says. Stop the next one you meet and put the question to him.

We are living in a remarkable age. In an age when so much is taken for granted. The marvelous seems to be commonplace for us in the midst of marvels. The automobile was introduced in such a period.

It may be that we are too close to its newness to appreciate its wonder. For it is a wonder. A truly great one. But, like many other things given to us in the last 25 years, we have accepted it without giving the necessary credit to its wonderful capabilities. But it is a certainty that future history will give to the automobile its proper place.

Automobile Is Safe.

We need not worry. The automobile is safe. The automobile industry is secure. The automobile serves the people and as long as it does this efficiently, and there is a reason to believe that this efficiency, if anything, is going to increase, it is safe to say that there will be need for motorcars, and that the law of supply and demand will govern their manufacture and distribution.

But let us not forget this:

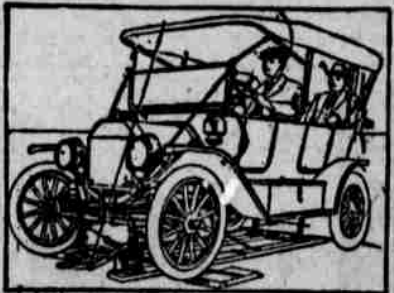
That the development of the automobile from a crude, mechanical affair—erratic and feeble in performance—to the powerful, smoothly running, efficient machine of today is a glowing tribute to the courage, determination and skill of those far-sighted pioneers who saw in the creation of their handiwork the birth of a utility which would some day become indispensable to industrial progress and national prosperity.

HANDY NEW AUTOMATIC JACK

Invention of Iowa Man Makes It Possible to Raise Car by Power Secured From Engine.

The new automatic automobile jack invented by Walter P. Evans, Des Moines, Ia., makes it possible to raise car wheels free from the floor, the power for operating the jack being obtained from the car itself, says Illustrated World.

The device consists of two sets of inclined independent jacks arranged to engage the automobile axles. A crank arranged to be operated by the auto-



Car's Motor Does Work of Jacking.

mobile in its advancing movement, causes one pair of legs to swing forward and elevate the car.

The front legs of the jack are adjustable in height to suit different cars. Any convenient arrangement of ropes and pulleys makes it possible for the operator to move the controlling lever that frees the car from the jacks while he is still at the rear of the automobile, and without the necessity of his going to the car in order to release it.

Inspect Wheel Cones.

Inspect the cones of your front wheel bearings occasionally. When they begin to wear through at the bottom they use a lot of power and should be shifted.

GOOD ROADS

PROSPERITY IN GOOD ROADS

Future Development of Country Must Begin With Improved Highways to Relieve Congestion.

There are today some 2,500,000 miles of rural roads in the United States. Of this amount perhaps 12 per cent could be classified as improved, while only about one-fourth of one per cent can be said to be suitable for the carriage of heavy-duty motortrucks. And in the face of this condition it can be said without chance of contradiction that the future development of the United States rests upon the roads.

The past few years have witnessed a tremendous turnover in transportation from the railway to the highway, says Roy D. Chapin, former chairman of the highways transport committee of the council of national defense. The congestion which prevailed during the war made necessary the commercial utilization of the highway to an extent thought impossible a scant few years ago.

The motortruck, little known before the war, sprang into prominence as a commercially practical form of transportation, and while the fighting has ceased the need for the motor truck remains with us, more insistent than ever before.

Within certain limitations the freight car of the highway is more efficient than the rail carrier, and because of it it may be taken as a permanent form of transportation and one destined to have a large influence on the movements of trade in the future.

The hour has struck when the fast-moving efficient motor vehicle of commerce must replace the horse and the costly terminal charges which prevail upon the short-haul branches of the rail lines. Already the motortruck has become a "feeder" to the railroad; shortly it is destined to aid enormously to the profitable long hauls, while entirely or very nearly so eliminating the unprofitable spurs.

Railroad men generally recognize the new movement and welcome it. Street railway men, not so keenly alert to its possibilities as a feeder to their lines, have yet to take the full advantage of the opportunities which it presents.

But back of the motortruck rests the road. While the highway as such is of little interest to those outside of the engineering field, as a means for transportation it becomes of vital importance to every citizen of the United States, whether he be in profession or trade, a minister, a merchant, a doctor. High and low, rich and poor, the road comes into contact with all of us, and upon its relative efficiency depends to a greater extent than most of



Motortruck Used to Haul Farm Produce to Market.

us dream the ultimate cost of all that we eat, wear, have.

"No one knows how much the country pays for cartage," said William C. Redfield, secretary of commerce, recently, "but anyone who looks into the question is pretty sure to find out that the figures are larger than he thought it could be."

Yet cartage is but one phase of road costs. Poor roads mean isolation, which in turn mean fewer possibilities for education, fewer opportunities for wealth, lower real estate valuations as well as increased costs of supplies. Every sound, fundamental economic reason speaks out for the durable road, just as it protests against the poor, inadequately constructed highway.

Despite these facts, which will be verified by all who have studied the question, despite the fact that the official government figures placed the hauling over the highways at 2,000,000,000 ton-miles in 1917, our roads are today all that they should not be. They are inefficient, inadequate, antiquated.

IMPROVE TO SAVE HAULING

Hardening Surface, Reducing Grade or Shortening Distance Brings Farm Neaper to Town.

The test of a wagon road is the amount of work that can be done on it without injury thereto, that is the time and labor required in hauling over it. Any improvement, whether in hardening its surface, easing its grade, or shortening the distance, reduces the time and effort of getting to market.

Outfits That Intrigue Motorists



If you have forewarned a motor tour for good reasons, do not allow yourself to stroll into shops or through the departments in big stores where motor togs are on display. Temptation lies there, along with the proper outfit for any sort of motoring. Yes, these motor clothes suggest all sorts of alluring outings, from a tour across the continent to that of a few hours along perfect roads and through smart towns, and each has its own charm. The coats, capes, sweaters and hats show that motor and other sport clothes have become more specialized than ever before.

Leading off with coats there are leather coats like that shown in the picture that allow one to defy the hardest wear on the longest trip. It has a belt that slips through slides, very large patchpockets that hold everything, with a flap that closes them at the top. A strap at the cuff makes a logical finish for the sleeve and a short shawl collar disposes of protection for the neck in a businesslike way. Coats of this kind are usually three-quarters length or a little shorter and are made in brown or black. Longer coats that cover the dress are shown having the upper portion of

leather and the skirt portion of two or other heavy wool goods.

Leaving leather out of the reckoning, there are comfortable coats of tweed, covert cloth and heavy Jersey, and these, like the leather and part leather coats, have certain fine quality of style that comes in garments that insure adaptability to the sort of demands made upon them. Among the jersey coats are more unusual mixtures in which two colors are woven together in the fabric with something of a changeable effect. For all ordinary motoring these cloth coats are most dependable. Besides there are the new camel's hair coats, beautifully soft, shown in fascinating tan shades, and especially stylish. And last comes the coat of pongee, which has a vitality that insures it a long future and a history that proves it always elegant.

To wear with these there are fetching motor hats of millinery patent leather and silk or of other millinery leather and of rubberized cloth that looks like a heavy crepe georgette. Nearly all these hats are short in the back and have visors in the front. They are shown in tan and brown, dark blue, black and green and in all black. Vells appear to be conspicuous by their absence.

Reflecting Gracious Summer



In the early promise of spring designers dream of midsummer and reflect it in hats that are ready when the time comes to welcome that gracious season. Now it is here at the gate and lovely women don new headwear in its honor. It is the season of the most flowerlike and exquisite clothes, with big, picturesque and airy hats, delightful colors and unending variety in millinery. When the number of hats that can be pictured is limited to three it is hard to make a choice for illustration, but those shown in the group above illustrate important types, each represented by many examples.

Hair braid, which looks fragile but is not, makes the wide-brimmed white hat with beige border, at the top of the group. In hats, as in all other summer apparel, all styles tend toward the lightest and airiest fabric, so that hair braid shapes grow more and more popular. Two soft ostrich plumes of the same degree of fineness as the hat curl over the edge of its jaunty brim.

Just below, at the left, georgette braid. The brim is of moderate width and made of the crepe with a wide flange of narrow braid at the edge, put on in rows with spaces between them. There is a collar of chrysanthemum braid about the crown, and long, curling antennae that call to mind a huge black butterfly. These big, sheer black hats look cool as the night.

At the right of the group a mist of malines appears to be caught about the head of a frame having its wires covered with satin. The crown is soft, but pipings of satin support it. Panels, as natural as life, lie about the crown in their own adorable colorings. They cannot help inspiring "tender and pleasant thoughts."

Julia Britton

Not Popular.

They say laced shoes for general wear and buttoned shoes for dress. But it seems reasonably sure that but-

DADDY'S EVENING FAIRY TALE

By MARY GRAHAM BONNER

A HOT DAY.

"It was a very hot day," said Daddy, "and the sun was having a fine time watching the people in bathing at the seashore."



The Sun Makes My Feathers Warm.

"There were children, grown-ups, and they all loved the cooling water and they also loved Mr. Sun when they came out of the water."

"But after they had been out a little while they felt the hot sun and thought they wanted to go right back in the water. 'I'm getting ahead of you today,' said the

ocean to the sun, and the sun said, 'Yes, this is the day you're getting ahead of me. But still if it were not for me you wouldn't be getting ahead of me.' And the ocean roared and rumbled and said:

"Will you explain that to me, Mr. Sun? I don't quite understand."

"Surely," said Mr. Sun, grinning. "Of course it's very, very, very hot today. It's the first extremely hot day of the season. And so the people feel the heat very much."

"Last night I left a beautiful red coloring behind me, and the photograph which was taken of me in the ponds and in the ocean when you were quiet for a few moments was very red."

"Yes, they all took photographs of me last night when I was looking so red. To be sure these photographs aren't kept of me, for I can be taken any time, and it is nice to have lots of pictures of the sun and have them different at different times."

"Well, anyway, I was very red last night and the waters all reflected or took a picture of me as I looked. I not only had my picture taken but that was a hint to the people that today would be very hot, as very hot it is."

"Yes, it's very hot," said the ocean.

"And," continued Mr. Sun, "it was so hot that people slept on the beach all night. They were swimming late yesterday afternoon when I was going to bed, and this morning here were these people waking up and saying:

"Ah, the moon has gone to bed for the day. The sun is up. Let us get up too, and have a swim in the beautiful ocean, for it is going to be hot—better even than yesterday."

"For, Ocean, one reason it is so hot is that the clouds are full of heat blankets."

"In the city I have seen children playing on the roof trying to get some air and putting up umbrellas so I wouldn't make them too hot. This is one time when I have been treated like the King of the Clouds, in having the umbrellas put up for me."

"I have seen people in the city today putting vegetable seeds into boxes and saying:

"This weather will make them grow. They have put these boxes on their roofs and on windowsills. And I will help them too."

"I've seen a blackbird on the stump in yonder swamp talking to a duck who was in wading, and the blackbird said:

"The sun makes my black feathers very warm."

"And the duck said, 'I am finding it hard to keep cool, quack, quack.'"

"And so, Ocean, while it is a very hot day, I am adding to the heat with my powerful rays."

And it is because I am so hot that the people want to get cooled off by you. So you see it is because of me they are going to you."

"The sun smiled and the ocean said:

"Ah, that is nice of you, Mr. Sun, and you are really making people love me so much because you are showing them how nice it is to go in the water and be cool when you are making them so hot."

"Ah," said Mr. Sun, "I get started off with these strong hot rays and I can't really stop working when I get started like this, and I like to see the people cool off, Ocean, and I think they can find no better way than by going into your refreshing waves."

They Love the Water.

Two Artists.

Jackie had proudly brought his slate to daddy to show him the drawing upon it.

"What is it?" asked daddy.

"Why, daddy," said the surprised little boy, "it's a train."

"But you haven't drawn the carriages, sonny," said the father.

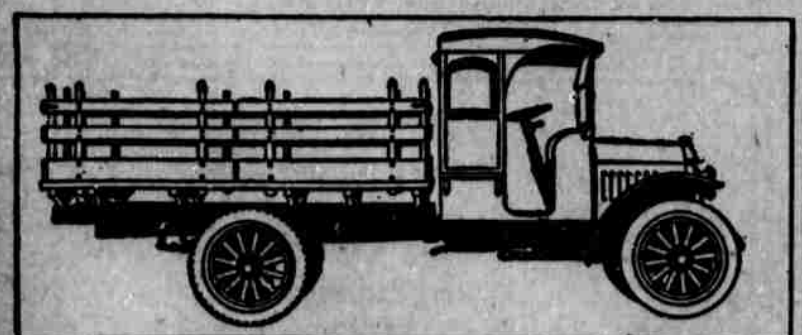
"No," said Jackie; "mother says the engine draws those."

His Curiosity.

"What are you doing on the bureau, Tommie?"

"Standin' before the lookin' glass."

TENDENCY TO SEND HOGS TO MARKET IN MOTORTRUCKS INSTEAD OF BY RAILROAD



Excellent for Transporting Hogs to Station.

(Prepared by the United States Department of Agriculture.)

Motor trucks are being used more extensively than ever before to haul hogs to market, according to reports by representatives of the bureau of markets, United States department of agriculture. During the period beginning with October and ending with February, just past, the proportion of wagon and truck hogs in the total receipts at the Peoria, Ill., stockyards was nearly double that for the corresponding five months two years ago. A total of 50,390 hogs were brought to the yards in wagons and trucks during

about 10 per cent of the total receipts, as compared with 16 per cent for the same period a year ago and 10 per cent two years ago. Increased production and attractive prices no doubt were responsible for some of the increase, the representatives say, but there is a growing tendency to send hogs to market in motor trucks instead of by rail where the distances are not great. This tendency is also shown at other markets. At the Cincinnati yards, for example, 128,972 hogs were brought in by truck and wagon during 1918, as compared with 77,392 arriving in similar conveyances